Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-6 (canceled).

7. (new) A method for operating a compression-ignition internal combustion engine having a cylinder, in which a combustion chamber is delimited between a piston and a cylinder head, an engine control device and a fuel feed device, in which method:

- a quantity of fuel is metered in as a function of the operating point during a working cycle,

wherein

- the quantity of fuel which is metered in is injected into the combustion chamber in such a manner that
- a position of the combustion center of gravity is at a defined crank angle position independently of the operating point of the internal combustion engine.

8. (new) The method as claimed in claim 7, wherein a current position of the combustion center of gravity is determined as a function of a recorded pressure profile in the combustion chamber, the pressure profile in the combustion chamber preferably being recorded by means of a sensor.

9. (new) The method as claimed in claim 8, wherein the current position of the combustion center of gravity is determined as a function of a crank angle position at which a maximum cylinder pressure is recorded in the combustion chamber.

10. (new) The method as claimed in claim 7, wherein the current position of the combustion center of gravity is determined as a function of a fuel injection duration, the start of fuel injection, a charge mass in the combustion chamber and the speed of the internal combustion engine.

11. (new) The method as claimed in claim 10, wherein an exhaust gas recirculation quantity for setting a defined oxygen concentration in the combustion chamber is set as a function of the combustion center of gravity.

12. (new) The method as claimed in claim 11, wherein the position of the combustion center of gravity is set by varying the start of the compression ignition or by varying the fuel injection.

13. (new) The method as claimed in claim 7, wherein the current position of the combustion center of gravity is determined as a function of a crank angle

position at which a maximum cylinder pressure is recorded in the combustion chamber.

14. (new) The method as claimed in claim 7, wherein an exhaust gas recirculation quantity for setting a defined oxygen concentration in the combustion chamber is set as a function of the combustion center of gravity.

15. (new) The method as claimed in claim 7, wherein the position of the combustion center of gravity is set by varying the start of the compression ignition or by varying the fuel injection.

16. (new) A method for operating a compression-ignition internal combustion engine including a cylinder head, a piston, a combustion chamber defined by the piston and the cylinder head, an engine control device and a fuel feed device, the method comprising:

metering in a quantity of fuel as a function of an operating point during a working cycle,

injecting the quantity of fuel which is metered in into the combustion chamber in such a manner that a combustion center of gravity is positioned at a defined crank angle position independently of the operating point of the Internal combustion engine.

17. (new) The method as claimed in claim 16, further comprising determining a position of the combustion center of gravity as a function of a pressure profile in the combustion chamber.

18. (new) The method as claimed in claim 17, wherein the pressure profile in the combustion chamber is recorded with a sensor.

19. (new) The method as claimed in claim 17, wherein the current position of the combustion center of gravity is determined as a function of a crank angle position at which a maximum cylinder pressure is recorded in the combustion chamber.

20. (new) The method as claimed in claim 16, further comprising determining a position of the combustion center of gravity as a function of a fuel injection duration, the start of fuel injection, a charge mass in the combustion chamber, and the speed of the internal combustion engine.

21. (new) The method as claimed in claim 20, further comprising setting an exhaust gas recirculation quantity for setting a defined oxygen concentration in the combustion chamber as a function of the combustion center of gravity.

22. (new) The method as claimed in claim 21, further comprising setting the position of the combustion center of gravity by varying at least one of the start of compression ignition and the fuel injection.

23. (new) The method as claimed in claim 16, wherein the current position of the combustion center of gravity is determined as a function of a crank angle position at which a maximum cylinder pressure is recorded in the combustion chamber.

24. (new) The method as claimed in claim 16, further comprising setting an exhaust gas recirculation quantity for setting a defined oxygen concentration in the combustion chamber as a function of the combustion center of gravity.

25. (new) The method as claimed in claim 16, further comprising setting the position of the combustion center of gravity by varying at least one of the start of compression ignition and the fuel injection.